



Official and Classified ADVERTISEMENTS

Continued from page 39

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Applications are invited for the post of Clerk and Chief Fishery Officer to the above Committee. The Clerk and Chief Fishery Officer is the Committee's Chief Officer and the present officer will retire in September 1976.

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The area of the Committee's jurisdiction extends approximately from Cardiff to Cardigan within territorial limits. Applicants should have experience of administration, law and practice of sea fisheries and experience of small craft and maritime work. Some knowledge of finance is desirable. Essential users car allowance will be paid and assistance will be given with removal expenses if required. The appointment is subject to three months notice.

For further particulars and application forms, apply to The Clerk and Chief Fishery Officer, South Wales Sea Fisheries Committee, 15 The Kingsway, Swansea, West Glamorgan SA1 5JW. Completed applications to be returned on or before Tuesday 4th May 1976.

RECORDED

'RED TAPE'*Continued from page 1*

most of the good catches came from, but that only lasted about 48 hours and then the fishing just packed up. We were towing up to six hours for five baskets, it was hopeless.

"Then we tried to get the box shifted, but when we asked they said there was no possibility of trawlers going south of Stalberg or east 160° of Stromness.

"The gunboats didn't bother us because we weren't catching fish. I know of ten ships that towed south to north in the box on the northwest and nobody bettered two or three baskets a tow.

Skipper Stevens also felt it was time another box was opened up to give the skippers a wider choice of grounds.

He felt the Icelandic gunboats would begin harassment again if the trawlers began fishing well and events since Skipper Stevens brought *Bergaum* back have justified this concern. (See col. 5.)

Aid: Scots will go to the top

SUPPORT from ancillary industries and commercial for the Scottish trawler industry, in the campaign to secure Government financial aid to keep the fleet viable was assured at a crisis meeting at Aberdeen.

It was decided that the industry would appeal directly to the Prime Minister, James Callaghan, if the new Scottish Secretary, Bruce Millan, rejected the plea for aid like his predecessor, William Ross.

Thirty boats have been withdrawn from service at Aberdeen due to the economic situation and more vessels will be tied up if the situation does not improve.

At earlier crisis meetings with the industry, it was

stated that 8,000 jobs would be lost at Aberdeen if the fleet had to tie up. And some 20,000 jobs would be affected in the region.

The talks were called by the Scottish Trawlers' Federation to update the various interests on the progress of a submission to the Government on the industry's continuing economic difficulties.

Target

Representations would be made to the Scottish Secretary for the introduction of a profitability-based scheme of Government aid,

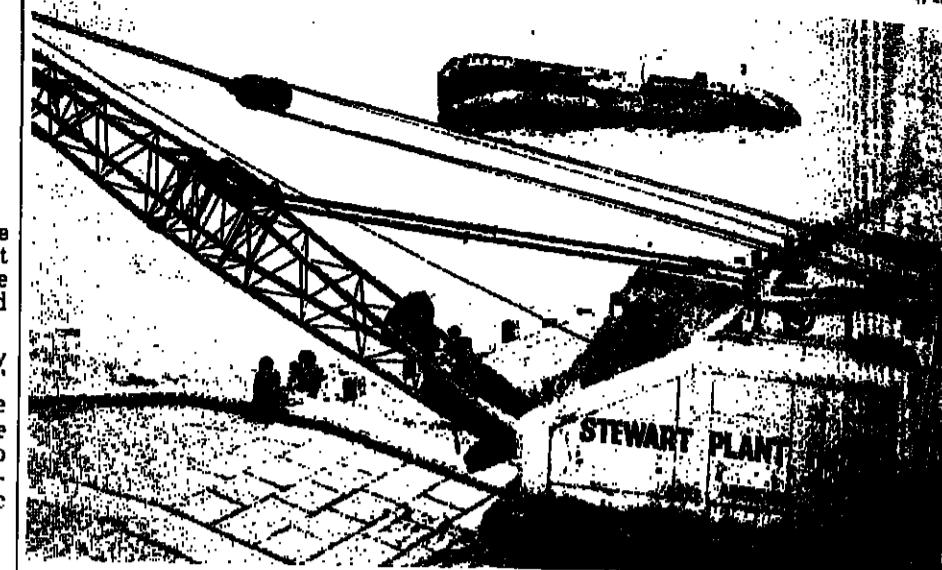
which, said a statement issued after the talks, would "cost the treasury nothing, if the Government were on target about the industry's future prospects."

The State added that the former Scottish secretary, William Ross, rejected please for subsidy on the grounds that catch rates and earnings per sea day had improved this year.

The meeting at Aberdeen endorsed the federation's view that the Government's interpretation of the position was based on a very narrow and short term consideration of earnings in the early part of 1976.

A coastguard at Aberdeen said that both vessels were in

March 12, 1976

**Karemma aground again**

THE GRANTON registered fishing boat *Karemma* (above), which was aground at Aberdeen for more than five weeks, was refloated and ran aground again only hours later.

The boat had just been pulled clear from Aberdeen beach by the salvage vessel *Minto* and an Aberdeen harbour tug. She was under tow to Fraserburgh when she went ashore.

The vessel had been camping in to find shelter during the night when the second grounding occurred. Both crews got ashore safely by liferaft.

A coastguard at Aberdeen said that both vessels were in

a bad position at the mouth of the River Ythan. The 49-ton *Karemma* was bound for her home port and had just left Aberdeen on March 12 when she ran aground during a force 8 gale.

Skipper Ernest Watt (27) of Edinburgh, and his crew of

four, were rescued by Aberdeen lifeboat after the steering gear on *Emma* had failed.

Karemma had earlier called at Aberdeen for an oil change and repairs to a net.

The vessel, since her grounding, has been sold to Seagull Metals Ltd. of Peterhead.

Gunboats back on the attack

IN A series of determined and aggressive warp-cutting attacks last week, Icelandic gunboats launched the first major assault on the British trawler fleet off Iceland for almost two months.

The trouble flared up again on April 22 when the gunboats *Tyr*, *Aegir* and *Odin* struck with alarming swiftness at 38 British vessels as they fished in dense fog off the east coast.

The Icelandic flagship, *Tyr*, drew first blood when she cut through both warps on the Hull trawler *Benella* (the third time she has fallen victim) and then chopped away one wire on the Grimsby vessel *Northern Gift*, despite close marking by the Naval frigate *Naiad*. Both incidents took place inside a matter of minutes.

Tyr then outflanked British protection vessels to make further runs at *Kington Pearl*, from Hull, and *Rose Khartoum*, from Grimsby, before catching the Arctic *Vandal* with her gear still out and severing one warp.

Meanwhile, *Aegir* and *Odin* were both busy taking full advantage of the fog to press home attacks.

Aegir was kept at bay by the protection vessels, but *Odin* only narrowly missed the trawl wires of Hull's C.S. *Forster* and *Norena* from Fleetwood.

Since Iceland broke off diplomatic relations in February, Norway has acted as the link between the two countries, but Mr. Hatterley said no positive decisions were made at the talks, although the Norwegians had a great deal of interest.

The continued presence of the three gunboats prevented about 20 British trawlers from fishing at all on the following day and the frigates were kept busy fending off runs as the trio circled the pack.

Last Saturday *Naiad* was holed in a collision with *Tyr* as the two vessels jostled each other at close quarters.

According to Naval accounts of the incident, which again took place in fog, *Tyr* swung her stern into *Naiad*'s bows causing a 4ft. gash about 2ft. above the waterline.

There were no casualties and the frigate was able to continue on station unaffected.

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Take-over at Drypool yard

UNCERTAINTY over the future of the Drypool yard — and the jobs of 325 people — has ended with an announcement by the Hull-based United Towing Ltd. that it has decided to buy the yard.

United Towing ranks among the foremost tug owning and ocean salvage companies in Britain and it is expected that the yard will be taken over officially on June 1.

Since the Drypool Group ran into financial difficulties, there have been continuing efforts by a bank-appointed receiver to keep the Group's yards in Hull and Beverley, as well as Selby, operating.

Commenting on the plans, Mr. A. B. Wilberham, chairman of United Towing, said the company is convinced the Selby workers will co-operate to re-establish the yard.

United Towing would be immediately investing £500,000 in the new company, and there would be a loan of £400,000 under the Industry Act. This, together with normal bank facilities, would ensure the company is adequately financed.

The purchase price will not be known until stocks have been valued on the take-over day.

Mr. Wilberham stated that the basis on which ships already being built at Selby would be completed had been agreed. These vessels are the immediate work programme, together with two harbour tugs being ordered by subsidiaries of United Towing.

Stressing that the Selby yard is not being bought solely

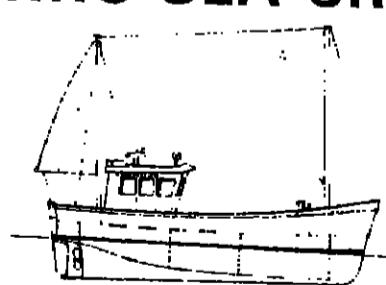


Earnings up

WHITE fish landings at Fraserburgh during March were worth £180,000 more than in the corresponding month last year, Fraserburgh harbour board was told last Friday.

In March, white fish landings revenue amounted to £344,451, against £163,640 in March 1975.

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THIRD GREENLAND RECORD-BREAKER — £56,174 for Fyldea

for

United Towing and its

associates companies,

Mr.

Wilberham

remarked: "It is

the

intention

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It is our belief that there

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yard.

Last week the stern trawler *Fyldea* (Skipper Victor Buschini) took the record after being diverted to Hull with a big Greenland catch. During the previous week her sister-ship, *Jacinta*, had set a record of £54,731 with a catch from the same grounds which was landed at Fleetwood.

It was expected that *Fyldea* might set a new record, but there was suspense when *Fyldea* only part landed on Wednesday.

On that day 2,051 kits were landed which sold for £40,932.

Then, the following day the remaining 773 kits sold for £18,342. This gave *Fyldea* a total grossing of £56,174 — a new record for a Fleetwood vessel.

Jim Cross, manager at Fleetwood for the vessel's owners, J. Marr and Son, said: "We believe that these vessels will be particularly attractive to British owners who will prefer to build in this country where good financial assistance is available and, thus, avoid the currency exchange risks of building abroad."

The East Greenland fishing has seen Fleetwood's port record hoisted three times in less than as many months.

Jacinta, which is com-

manded by Skipper Bill Taylor, originally found the

fish. On her first trip to the area she made £37,000. On the following voyage she returned to the area and earned £49,012 to smash the previous record of around £41,000.

"They have done some fine work at the Greenland grounds which have not been fished as extensively by Fleetwood vessels before. This trip is something of a breakthrough for *Fyldea* which, in recent months, has been dogged by bad luck, having had trouble with her winch".

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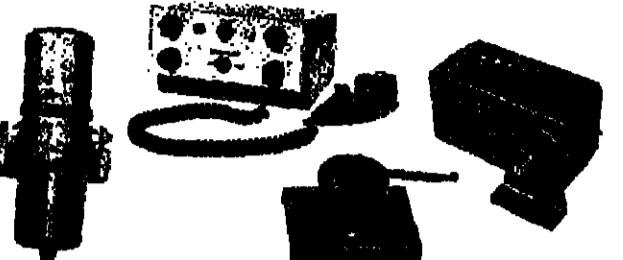
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The East Greenland fishing

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Protesting Scots 'ignored' factory

LETTERS

SIR, I have read the article "No Joy at Helmsdale" (Fishing News, March 26), concerning local fishermen protesting at imported fish causing their ruin.

My opinion is that Helmsdale fishermen have very short memories, as have Caithness fishermen.

Three years ago my company, together with Highlands and Islands Development Board, set up a factory at Thurso. Our products were laminated blocks and IQF fillets.

All the latest equipment was installed into this factory, but the firm, in fact, had only a very short life.

We invited Helmsdale

fishermen to supply our factory with fish and our own vehicle would pick up the fish and

carry it to our factory. The reply to our request was yes, we could have the fish left over after Aberdeen was full. No support from the Wick fleet and only two boats out of the Scrabster fleet supported the factory. The boats were *Stack Rock* and *Star of Peace*.

I can only sum up by saying that the Caithness fishing fleets are entirely to blame for their own demise, by not supplying fish to those who produced same from Kinlochbervie, 120 miles away from the factory.

We invited Helmsdale

fishermen to supply our factory with fish and our own vehicle would pick up the fish and

carry it to our factory.

The reason for its having to close down was because of the lack of support it needed from fishermen.

During the first five months of operation, starting from scratch, the production rate rose to 1,200 boxes of fish per week — 90 per cent of the fish produced came from Kinlochbervie, 120 miles away from the factory.

All the latest equipment was

installed into this factory, but the firm, in fact, had only a very

short life.

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Rock and *Star of Peace*.

SIR, The *Fishing News* report on the crew situation here in Grimsby (April 16 issue) gave me a cynical thought.

May the dock department

be finding it a bit hard to crew

the ships. It is not the same

case in the engine room depar-

ture.

I am not a qualified engineer

but know enough to have esti-

med 3rd and 4th engineer or

freezers, but mostly as

greaser.

I have been out of the red

now for seven weeks and

although there have been two

several jobs going, the

preference has been to the

steam engineers as greasers.

When the owners laid up

steam trawlers they said the

steam engineers would be ab-

sorbed into the diesel trawlers.

That's the policy the trawler

owners have followed. To this

they have pushed out the

regular diesel men like myself.

I honestly think that, one

day, trawlers will be laid up

for the high costs, but the ma-

terials of trawler crews "below

and on deck."

Austen Laing, director-

general of the British

Trawlers' Federation, said:

"The Government knows that

the cash the industry can call

upon over and above its ear-

nings is well below the

prospective £5.4m. shortfall in

its cash flow so, without

assistance, a further decline in

the fleet and the conse-

quent loss of jobs is in-

evitable.

"With the older tonnage

gone in the contraction of the

last two years, we are now

starting to gnaw away at the

backbone on the industry as

newer ships are scrapped or

driven to the wall."

The federation said that

most of its troubles stemmed

from the hopelessly un-

economic and heavily sub-

sidised prices of fish imported from both within and without the EEC and is in no way related to a careful consideration of the future needs of the industry.

The British trawling projection sees an estimated

operational loss of more than

£2.4m. for the year ending

next September according to an in-

dependent accountants' report to the Government.

The deep sea fleet is plun-

ging deeper into the red with

the prospect of more ships be-

ing scrapped and many more jobs

lost.

Fisheries Minister, Fred

Peart, has been told by the

British Trawlers' Federation that

they feel the report proves the

overwhelming need for which the Government

has asked for before resuming financial aid.

The consultants' summary

for the last year, presented to

the Government in January, covered

258 vessels sailing from

Fleetwood, Grimsby, Hull, Lowestoft and North

Shields, while the current

projection covers only 238

vessels, illustrating the con-

tinuing decline in the fleet.

Despite a forecast of in-

creased earnings from sales of

fish and by-products, the

Government has asked for before resuming financial aid.

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STEEL 86-FOOTER IS SKIPPER'S FIRST COMMAND

THE LATEST 86ft. steel seiner-trawler to come from the Aberdeen yard of John Lewis and Sons Ltd. is named *Supreme*. She is the first command for Skipper Innes McPherson of Hopeman.

Supreme joins the growing number of seiners to be fitted with rope storage reels. Skipper McPherson told *Fishing News* that there is an increasing trend towards the reels as they cause less wear and tear on the ropes.

He said: "The ropes are now so expensive that we've got to look after them."

The reels fitted to *Supreme* are made by the Ellon firm of Fishing Hydraulics (Scotland) Ltd. Weighing about 15 cwt. each, the reels have steel tube flanges of an open-spoked design and automatic spooling gear.

No stopping

A slot in the main flange allows damaged rope to be guided onto an auxiliary drum, without the need to stop the reels or winch. The reels are also fitted with two sets of brakes: one set under the whaleback and the other in the wheelhouse. Both sets of brakes can be operated independently.

A control valve is fitted under the whaleback for use when shooting the gear but, when hauling in the gear, the reels can be surged or stopped from the wheelhouse.

Skipper McPherson said he had ordered his boat from the Lewis yard as the firm has a successful name and produces a good boat.

When *Fishing News* asked Skipper McPherson how he feels about taking over a large new boat during the present troubles in the fishing industry, he said he feels pretty optimistic about the future.

The big seiners seem to be doing a bit better just now and he feels that these boats "will come into their own".

He said the big worry for fishermen at present is the imports of foreign fish, but he also sees over-fishing as a big danger.

Supreme will be working from Peterhead or Aberdeen.

and is to use Duthie seine nets. Made by an Aberdeen firm, these nets are used by a number of successful seiners including *Inter Nos* and *Cavalier*.

With an overall length of 26.2m. (86ft.) and moulded beam of 6.7m. (22ft.), *Supreme* is a seiner-trawler version of the well known Lewis Mk. II class of pocket trawler and has a transom stern, raked stem and whaleback.

Power

The main engine is a Mirrlees Blackstone ETS166MGR giving 637 bhp at 750 rpm. It drives the fixed pitch propeller through a 3:1 reverse and reduction gearbox.

Two Gardner 6LX auxiliary engines are fitted. One drives a Newage Lyon alternator while the other powers the hydraulic pumps for the winch, power block and rope reels, plus another Newage Lyon alternator.

The Gilbert Gilkes and Gordon bilge and general service pumps, and Worthington Simpson air compressors, are electrically-driven. Tanks have capacity for 13 tons of fuel oil and five tons of fresh water.

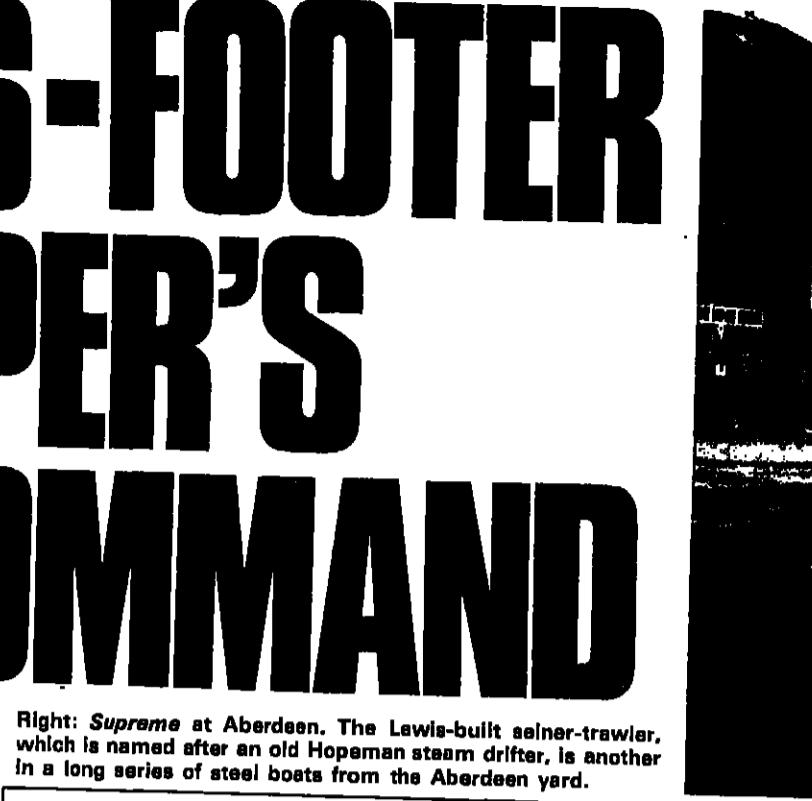
Andreas Jensen and Sonner seine and trawl wine, driven by a Dowty pump, is fitted below the whaleback. A Losasie Hydraulic Co. power block is located aft of the deckhouse.

An aluminium gutting shelter is fitted, and the fishroom is insulated with glass fibre and has a capacity of 120 cu. m.

Brown and Perring (Instrumentation) Ltd. supplied much of the wheelhouse equipment, including Atlas 720 fishfinder, "Sailor" T122 R105 radio telephone, "Sailor" RT142 vhf set and Callboy Mermaid 23 watchkeeping receiver.

Decca has supplied a 3507 track plotter, 916 and 050 radars, Mk.21 navigator and an automatic pilot. Also fitted is an Audix intercom system, Tenford steering gear and two Bostrom chairs.

Supreme is named after an old Hopeman steam drifter.



Steam-in-the-bag cement potter

THE ferro-cement hull for a new 40ft. Littlehampton potter has been built up-side-down on a mould and steam cured in a giant polythene bag.

This building method — which is claimed to speed up production of a hull from about six months to six weeks — is being used by Ferro-Sea-Craft. The small firm produces hulls in a very rudimentary polythene-covered shed on Hayling Island.

It's not vast financial backing but skill and ingenuity, which has produced this hull, which is the eighth, but first for full-time fishing. The skipper-owner, Peter Burtenshaw of Littlehampton, is fit her out himself at her home port.

Ferro-Sea-Craft is run by Don Fuller with the help of local fisherman Wally Kendall. Mr. Fuller told *Fishing News* that, after building boats of wood, GRP and aluminium since the mould method for ferro-cement seemed to come naturally. Although it is a departure from the pipe-frame system UK ferro-cement boat builders are using, some foreign yards are building ferro-cement boats in special moulds.

Don Fuller's mould consists of plywood shaped to the hull lines and polythene is used to stretch over the mould to form a working surface. Because the framework could be practically thrown away after each hull, there are no large sums of money tied up in moulds to be reflected in the cost of the boat.

The moulds are used to

Power

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Hooks

He sent a clip of a type used when drop-line fishing for Big Eyes from Eden in N.S.W. He used to attach hooks to these clips with spring washers and, as the line came in, he unclipped them and threw them with a fish on the deck or, without, into a basket.

"I HAVE a 23ft. boat which has given good service, but have recently

decided that I need a larger one, a boat about 14ft. long with a beam of 4ft. and draught of 6ft."

"As prices of new boats are so high nowadays, and I can obtain the services of a boiler maker and welder, I intend to build it of steel myself."

Plans

"Can you tell me where I can get suitable plans and advice about how to comply with the new Fishing Vessel (Safety Provisions) Rules and any other regulations affecting fishing boat construction?"

"I think you could probably get suitable plans and expert advice about all regulations from The Napier

FIRE EXTINGUISHER

"WHERE can I get fire quenching equipment for my 35ft. boat?"

"One supplier of this equipment is Golden Arrow (Extinguishers) Ltd., of Newhaven, Sussex."

"It supplies complete kits in various sizes—extinguishers, brackets, pipes, T-pieces, spray nozzles, fixing screws, pipeclips, etc."

"It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires."

"It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans."

"This equipment is known as Seasafe and, if you use it, main sources of fire danger in your boat are permanently protected by the pipeline system fitted to projection(s) on the extinguisher(s)."

"Branch lines connected by staked in HM ships and

means of T-pieces, supply discharge heads fitted at vulnerable points."

"Operating lever is fitted on top of the extinguisher and if you want to use the extinguisher on its own, you can easily pull it out of its bracket and do so manually."

"Another feature is that BCF does not deteriorate with time and so extinguishers don't have to be discharged, a red disc indicates that the cylinder is empty."

"Further information about this, and about the various kits available, can be obtained from Golden Arrow (Extinguishers) Ltd., 200 Estate Road, Newhaven, East Sussex."

Horns

"DO YOU know where I can get a foghorn which can be operated off a 12V power supply?"

"I think one or other of the Flann Horns will suit you very well."

"One supplier is Greenhead Marine Ltd., The Quay, Poole, Dorset, a firm which also supplies Electronic which Seafarers' Electronics, 27 Southgate St., The Quay, Poole, Dorset, a firm which is associated with the Flann Horns."

Put a stop to gribble

"I HAVE read of a composition which can be applied to wooden hulls before they are coated with primers and anti-fouling paints that prevents gribble worms from penetrating the wood."

"In one report it was stated that the composition comes from the USA; in another, from Norway. Do you know where it does come from and where it can be obtained here?"

"The only composition that I know of, which resembles the one you refer to, is based on a formula that has proved highly successful in combating attack by marine borers along the Atlantic seaboard of the USA for several years."

"It is a wood preservative now produced in this country by Jotun-Henry Clark."

"It is known as Jotun's Special Wood Preservative—a composition which contains an insecticide capable of destroying gribble worms within a period of 3-6 days."

"It can be used to treat the timbers of both new and old boats when there is either a danger of their being attacked or after they have been penetrated."

"For long term protection of new timber, Jotun's recommend that it is deeply impenetrated with the preservative by pressure treatment and that the preservative is always applied whenever boring or cutting exposes untreated surfaces when a vessel is being built."

"To protect an existing boat it is recommended that the bottom paint be burnt off with a blow lamp and removed by scraping."

"Thereafter, it should be scrubbed and hosed with fresh water to remove all traces of salt before preservative is applied."

"To treat a hull, which has been penetrated by gribble, it is recommended that all affected timber be replaced and that, after unaffected timber has been burnt off, scraped and hosed with fresh water, both new and old

"timber should be coated. Impregnation and application of preservative to bare wood are not the only precautions you can take to prevent your boat being attacked by gribble. Jotun's produce coatings to go over treated wood to reduce the risk of attack even further."

"It recommends that bottoms of boats newly built with impregnated timbers should be given a coating of their Aluminium Primer, full coat of their No. 660 Special Wood Primer and then two coats of Maroon Anti-Fouling Mk. IV."

"It recommends that the same priming and anti-fouling coats be applied to hulls which have been attacked by gribble, after they have been treated."

"But it has so much faith in the worm-resistant properties of its Maroon Anti-Fouling Mk. IV, that it says that the full coats of it should protect hulls with no trace of attack."

"Prices and instructions for application of Jotun's Special Wood Preservative, primer and anti-fouling, are obtainable from Jotun-Henry Clark Ltd., 8 Fenchurch Buildings, London EC3; 17 Warehouse, West End, Albert Dock, Hull; or from their agent in Scotland, J. Mar (Aberdeen) Ltd., 184 Albert Quay, Aberdeen."

"The views of a Dartmouth crabber will then be given by Ken Brown of Paignton, the cultivation of crustaceans at Conwy will be described by

Fishermen fear Poole pipeline

"STRONG opposition has come from fishermen to moves which could lead to an oil pipeline from a new on-shore field on Purbeck crossing Poole Harbour."

"Fishermen want the oil kept away from the harbour," said Roland Sturt, secretary of Southern Sea Fisheries District Committee.

"He believes the Gas Council's Purbeck oil field at Wytch Farm would best be served by a railhead at nearby Fuzebrook—which would cut out an underwater pipeline."

"What we are frightened of is the complete destruction of the valuable oyster beds as well as fish," said Sandy Wills, chairman of Poole Fishermen's Association.

"If the pipeline were to break, which it could do, the harbour would be full of oil before anyone could stop it," he said.

"At the moment the course of the pipeline is in a survey stage."

"In the meantime, members of southern district have been invited to see the well-heads during an official visit to Wytch Farm oil field."

TOP SHELLFISH MEN TO SPEAK AT CONFERENCE

DR. ERIC Edwards and Dr. Peter Walne of the MAFF, J. C. Early of Torry Research Station and Ernest Hamley of the Fisheries Organisation Society, will be among the main speakers during the annual Shellfish Conference in London on May 18-19.

The morning session will conclude with a talk by J. C. Simmonds, a solicitor, on Shellfish and the Law.

In the first afternoon session, Dr. Albert Lucas, of CEDEX in France, will discuss aspects of rearing and culturing clams.

Later in the afternoon, the conference will adjourn for a special exhibition to be given in the Court Room of Fishmongers' Hall by the Burnham-on-Crouch and Conwy laboratories and by the Marine Laboratory in Aberdeen.

Sessions on Wednesday will include a report on 60 years with the FOS, to be given by Mr. Hamley.

P. Thursfield, of Packaging Advisory Service, will give a talk on developments in packaging materials for shellfish, and the large

shellfish industry of Chesapeake Bay in the eastern United States will be described by Dr. F. O. Perkins of the Virginia Institute of Marine Science.

Finally, Albert Stroud, a Thames Estuary dredger from 1912 to 1923 will talk about oyster dredging under sail.

Further information from G. A. Gardner, director of the Shellfish Association, Fishmongers' Hall, London Bridge, London EC4R 9EL.

FIRST OF ITS KIND

THE 36ft. lobster boat *Fulmar* was lowered into Wick Harbour earlier this month after a traditional naming ceremony at the Wick yard of boatbuilders James McCaughay.

Fulmar is said to be the first vessel in the country to be built with a Sabre diesel variable pitch propeller 100 hp engine which produces greater manoeuvrability.

She was built for joint owners Alan Jackson and Ian Cox, Padachre, near Garth, ex-aero engineers.

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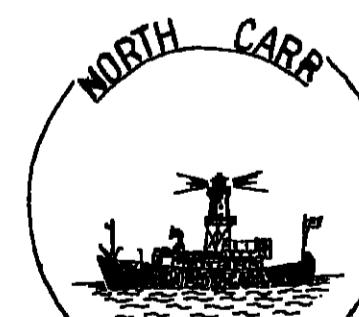
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Exchange changes

at Grimsby...

AFTER nine years as chairman of the Grimsby Exchange Ltd.

The new company will fulfil work hitherto carried out by the old Grimsby Exchange Ltd., the Grimsby Ice Co. Ltd. and the Grimsby Salvage & Towing Co. Ltd.

(tug section) with the director-manager of Boston Deep Sea Fishermen at Grimsby, Vernon Green, as chairman.

The Grimsby Landing Co. Ltd. will, however, continue to operate as a separate entity with Consolidated Fisheries managing-director, Nigel Maraden, in the chair.

His new vice-chairman will be Henry Taylor, the senior executive director with H. L. Taylor Ltd.

Mr. Letten will continue to take an active part in the organisation of the association and will carry on as chairman of the Trawler Owners' Committee.

Grimsby's fishing chiefs

